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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

50X1-HUM

COUNTRY Germany (Russian Zone)

DATE DISTR. 1 September 1950

SUBJECT Improvement of Railroad
Lines

NO. OF PAGES 1 50X1-HUM

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
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1. Improvement of the Rathenow (N 53/Z 15) - Neustadt (N 53/Z 18) - Loewen-
berg (N 53/Z 69) line has been in progress since mid-April 1950.
2. It was learned in early May 1950 that the year's budget for the improvement
of the Loewenberg - Neustadt - Rathenow line has been increased to 10 million
ostmark. It is planned to make it a line meeting all specifications for
standard trains. This will require improvement of the connections with
trunk lines, reinforcement of the entire roadbed, and the replacement of
rails. *
3. Construction work north of the Loewenberg Dorf railroad station was ob-
served in mid-May 1950. The project is being accelerated. It appears to
be of more than local importance. **

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* Comment. The conversion of the Loewenberg - Neustadt - Rathenow line,
which was previously a branch line, into a standard line is to establish a
more efficient cross connection between the following three trunk lines
radiating from Berlin: Berlin - Neustrelitz - Stralsund; Berlin - Witten-
berge - Hamburg; and Berlin - Stendal - Hannover and Stendal - Bremen.
This requires a reinforcement of the roadbed and the laying of heavier
rails and ties. Whether the required materials, particularly the heavy
rails, will be available, remains to be seen.

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** Comment. The construction work near Loewenberg Dorf is in two direc-
tions. One project is designed to improve the connection between the branch
line Neuruppin - Loewenberg Dorf - Loewenberg and the Berlin - Neustrelitz -
Stralsund trunk line by adding a spur to the north. The other project, which
requires the construction of a railroad overpass will facilitate the
western approach to the Templin area which is an important Soviet
troop training grounds. For construction work see Annex. The completion
of the entire project is an essential improvement of the rail cross
connections north of Berlin. It must also be considered as a valuable
supplement to the northern section of the Berlin Outer Freight Ring
(Marzahn - Karow - Schoenwalde - Oranienburg line).

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